



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

prejudiced appeals or unreasoning denunciation. Patient investigation, keeping in view all circumstances of the question, and avoiding all one-sidedness in considering the matter, will alone bring about the object desired. Personally I at present occupy the same stand-point as Professor Armsby (*Science*, x. p. 4), "Much of the common prejudice against the use of distillery-slops appears to be occasioned by their irrational application, and frequently by the filthy surroundings of the animals, rather than by any thing injurious in the feeding-stuff itself."

GEORGE H. ROHÉ.

Baltimore, July 15.

The Hudson Bay Route.

IN your article on 'The New Route from England to Eastern Asia, and the Hudson Bay Route' (Vol. x. No. 231), you show the advantages offered by the Hudson Bay route, as the most direct available line between Yokohama and Liverpool in connection with the Canadian Pacific Railway and their line of steamers between Yokohama and Vancouver. I should like to add a few remarks on that part of it known as the Hudson Bay route.

The Canadian Government decided, that, before any such line was encouraged by subsidy, it would be advisable to determine by actual observation what difficulties were likely to be met with; and, with this object in view, established several observing stations in the Strait and Bay, with men and material sufficient for continuous residence there during 1884-6. Complete details of these observations are published in the annual reports of the Marine Department.

A fact well established by these observations was that navigation was limited in these years to three months for the ordinary ocean-steamer; and that for a class of steamer specially constructed to withstand the lateral thrust of the ice, and to push her way amidst the outflowing arctic ice, four, or at most five months would be the limit, depending on whether the season was a late or early one. We must not forget, however, that in the earlier days at least of this route, before the telegraph and cable will have reached these waters, steamers will not attempt the passage at these earlier dates, fearing an arrival off the mouth of the Strait and an inactive wait for a late season's opening, so that practically such an advantage would be lost, and two months and a half become the period over which a steamer could be certain of making an uninterrupted passage during any season.

In considering the possibility of the route being equipped with a special class of steamer, we will have to remember that the required conditions will be strength and power rather than speed, and that therefore their field for employment outside of these few months' service would be of very limited extent.

The special objection I would point out as to this route, apart from the ice-question, is the difficulty of the passage itself: an unknown, an unlighted coast-line, with very few harbors of refuge, or none at all, and very little room to ride out a gale; extreme depths of water, one hundred fathoms being often found right up to the shore, with generally very foul holding-ground where the depths are more moderate. In foul weather, no sounding being possible that would be of value, a vessel would receive no warning of her proximity to the coast until the information would be of little or no avail.

Although fogs are of less frequent occurrence than off the Newfoundland coast, where the necessary conditions are most favorable, they are not infrequent during the season of navigation, Belle-Isle having an average of 1,600 hours fog during the year, as compared with 420 for the Strait during the same period. On the other hand, although the total amount of precipitation, in the Strait, was not great, rain or snow fell on an average of a little more than every other day, with its attendant thick weather.

In addition to and connection with these difficulties, we must not forget that the proximity of the Strait to the Magnetic Pole results in the horizontal, or directive, force of the magnetic-needle being so diminished that the common compass is perfectly useless; and even in the case of the Thomson compass, disturbing elements on ship-board have, in consequence, their values so increased (relatively) that sources of error might arise, the effects of which could not be counted on during thick weather.

That the people of Manitoba are seemingly satisfied with the feasibility of this route, there can be no doubt, if we may judge from the advance they have made with the construction of the railway from Winnipeg to Churchill; but, in face of the facts obtained from the observations made in the Strait, one must conclude that the resources of Hudson Bay itself and the country intervening are looked upon as reason sufficient for the construction, independently of the value of the road as a connecting link to the Hudson Bay route.

In conclusion, although it would be difficult to say that, with the appliances science is constantly developing to meet particular cases of difficulty, the navigation of Hudson Strait will not be possible for five or six months when the necessity arises, we cannot but conclude that, with the means at our disposal to-day, the navigation of Hudson Strait is possible for such a limited period, and under such serious disadvantages, that as a development of the 'New Route from England to Eastern Asia' we need not consider it as an immediate probability.

W. A. ASHE.

The Observatory, Quebec, July 16.

The Wanton Destruction of the Florida Heronries.

CANNOT general legislation, cannot State legislation, or cannot somebody raise a hand to stay the terrible, the shameless extermination of the herons at their breeding-grounds in the south-western parts of the State of Florida?

As I pen these lines this murderous work is being actively carried on, and apparently in the most lawless and reckless manner possible,—a disgrace to the entire country,—for one of America's grandest and most interesting natural features, her heronries, are simply, and without a check of any kind, being ruthlessly wiped out of existence. Prompted by an insatiable greed for gain, the 'plume-traders' of the markets are upon their grounds in numbers, and hundreds of these birds are now daily falling to their unceasing fire, simply that they may have their backs robbed of a few feathers to gratify a passing fashion. *The Auk* is now publishing an admirable series of articles on this subject from the able pen of Mr. W. E. D. Scott, at present on a scientific expedition in Florida, and I have just read his contribution to the July number of that journal. Mr. Scott has very recently made camp at a number of these heronries, and I quote a few of his words in order to show what work is going on there. At Matlacha Pass, near Charlotte Harbor, Pine Island has a herony, and here one Johnson was at work. "A few herons were to be seen from time to time flying to the island, and presently I took the small boat, and went ashore to reconnoitre. This had evidently been only a short time before a large rookery. The trees were full of nests, some of which still contained eggs, and hundreds of broken eggs strewed the ground everywhere. Fish-crows and both kinds of buzzards were present in great numbers, and were rapidly destroying the remaining eggs. I found a huge pile of dead, half-decayed birds, lying on the ground, which had apparently been killed for a day or two. All of them had the 'plumes' taken, with a patch of the skin from the back, and some had the wings cut off; otherwise they were uninjured. I counted over two hundred birds treated in this way." In some places, Mr. Scott found hundreds of the young herons just starving in their nests; in others, the gunners beneath the trees shooting down the magnificent birds in hundreds, stripping their backs, and leaving their carcases to rot upon the ground. Instances were noted without number where, during the breeding-season, the poor, affrighted survivors were driven to strange islands, dropping their eggs in quantities from the trees where they fearfully roosted for the night. A few more years, one or two at the most, and this disgraceful murder will cease, for the simple reason that there will no more victims for the murderers to prey upon,—and in the name of nature, and in the name of the shadows of the sweet old romances that have come down to us of the heronries of history, are these timid, and most engaging of all our larger water-fowl, our own American herons, to be destroyed in this manner!

Twenty years ago southern Florida was the site of the grandest heronries in all the world, and to-day this State is making enviable progress, and many cultured people are flocking to her for a permanent home: is she to stand idly by and watch what will surely